

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4376.

H 三初月九年九十二緒光

THURSDAY, OCTOBER 22, 1903.

四拜禮

號二十月十英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND SMITHS' BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 4 per cent.

TAKU HODSUMI,
Manager.

Hongkong, 17th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEB, Esq.
E. GOETS, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TOMES, Esq.
H. SCHUBERT, Esq. E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid-up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. J. LAUS, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Calcutta, Hongkong, Shanghai, Peking, Canton, Hankow, Tientsin.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS' BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

20000 TEE HINGAN

Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1903. [19]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK.)

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [68d]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in Gold \$4,000,000 \$20,000
Surplus (Reserve) Gold \$4,000,000 \$20,000

Total Gold \$8,000,000 \$1,640,000

Capital and Surplus authorised, Gold \$10,000,000 = £2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS' BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 4 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per Annum Fixed Deposits for 3 months.
4 " " " "
5 " " " "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £735,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 " "
" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL G. Phillips }	About 22nd October	Freight and Passage.
LONDON &c.	{ COROMANDEL G. M. Montford }	Noon, 24th October	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	{ JAVA S. Barcham }	About 30th October	Freight and Passage.
(Calling at Penang if sufficient inducement offers)			
YOKOHAMA VIA SHANGHAI, MOI and KOBE.	{ FORMOSA B. H. W. Snow }	About 31st October	Freight and Passage.
(Passing through the Inland Sea)			

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th October, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
ROON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
HAMBURG	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
SACHSEN	WEDNESDAY, 20th January, 1904.
BAVERN	WEDNESDAY, 3rd February, 1904.
GERA	WEDNESDAY, 17th February, 1904.
SEYDLITZ	WEDNESDAY, 3rd March, 1904.
PREUSSEN	WEDNESDAY, 17th March, 1904.
ROON	WEDNESDAY, 30th March, 1904.
HAMBURG	WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH	WEDNESDAY, 27th April, 1904.

On WEDNESDAY, the 28th day of October, 1903, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS. [563c]

Hongkong, 14th October, 1903.

Intimations.

TAILORING DEPARTMENT.

SPECIAL OFFER for ONE MONTH only of our Surplus Stock of Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS	----- \$20-\$25
TWEED AND CASHMERE SUITS	----- \$30
BLUE SERGE SAC SUITS	----- \$40-\$45
WORSTED AND ANGOLA SUITS	----- \$40-\$45
BLACK-TWILL DRESS SUITS	----- \$55

LANE, CRAWFORD & CO.

Hongkong, 18th September, 1903. [732c]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

870c

THE MANAGER.

MACAO HOTEL.

(Late HING KEE HOTEL.)

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

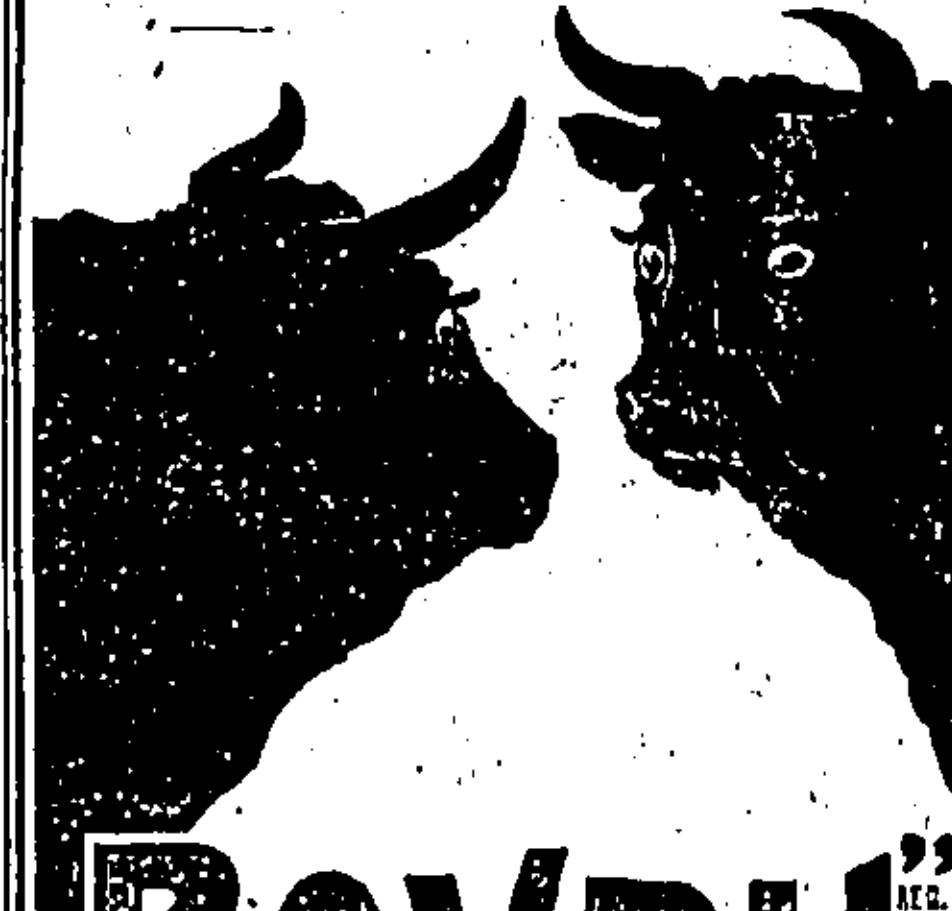
SEA BATHING.

STEAMERS to and from Macao every MORNING and AFTERNOON.

Wm. FARMER, Proprietor and Manager.

Intimations.

"I hear they want more



Bovril
is the best beverage;
because it not only stimulates, but tones-up and builds-up body and brain.
Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong. [563c]

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

"FELIXIR."

THE SPIRIT OF THE AGE.

DISTILLED ONLY BY BOOTH'S DISTILLERY CO. ABSOLUTELY PURE, SOFT, OLD, VERY DRY.

THE MUCH WRITTEN OF NEW DRINK. MAKES AN EXCELLENT COCKTAIL.

GOES WELL WITH AQUARIUS WATER.

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 16th October, 1903. [952c]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 22nd August, 1903. [555c]

MARLBOROUGH HOUSE

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: 1774.

Shanghai, 6th June, 1903. [572c]

SHIPBUILDING IN AMERICA
LAGGING.

Very little of an encouraging nature concerning shipbuilding in the American merchant marine is to be noted in this year's Blue Book of American Shipping, which is just from the press. Rather, indeed, is foreign shipping still dwindling, since no new vessels have been ordered for this service. The Blue Book, issued annually by the Marine Review of Cleveland, is a statistical publication and also a directory well known in shipping and shipbuilding circles throughout the country. It contains, as an introduction, a review of conditions prevailing in these lines, from which the following is taken:

Not a single contract has been left for a vessel for the foreign trade of the United States during the past two years. Here is a country whose exports are unrivalled among the nations of the earth without a single ship ordered for two years to carry away its freight. Could any one thing demonstrate more clearly than this the need of government aid for shipping? Except on the great lakes, where the industry is peculiarly a special one protected by the coasting regulations, there is little encouraging to report regarding shipbuilding in the United States.

Orders have become few and far between. During the fiscal year ending June 30 last, 1,536 vessels of 456,076 gross tons were built in the United States, compared with 1,557 vessels of 473,981 gross tons for the previous fiscal year. Vessels now under construction indicate a further lessening output for the coming fiscal year. The principal decrease for the past year has been in steel steamers, built on the great lakes, which number forty-one of 161,707 tons for the preceding year. The previous year was one of greatest output in the lake district. On the seaboard eighteen ocean steel steamers of 161,471 gross tons were built, the largest output of the type in our history.

EIGHTEEN STEEL STEAMERS BUILT.
Eighteen ocean steel steamers in this continent, covering a country of 70,000,000 souls! Nor were these all for over-sea trade. Only five of them can properly be credited to that service—the Finland for the Red Star line, the Massachusetts, Mississippi and Maine for the Atlantic Transport line, and the Siberia for the Pacific Mail Steamship company. The Red Star and Atlantic Transport lines are now controlled by the International Mercantile Marine company. All these ships were ordered over two years ago to fill the places left vacant on the stocks. A few contracts have been received by the coast shipyards for some splendid vessels for the coastwise service. These include a sidewheel passenger steamer and a freight steamer for the Fall River line, the former to cost \$1,000,000 and the latter \$400,000, and both to be built by the Fore River Ship & Engine company, Quincy, Mass.; a 400-foot passenger and freight steamer for the Mallory line of New York and a similar vessel for the Ocean Steamship company, of Savannah, both to be built at the Roach shipyard, Chester, Pa.; a 300-foot steamer for the Clyde line, to be built by the Cramps, of Philadelphia; a steamer for the Eastern Steamship company, to be about 350 feet long, two steamers for the Ericsson line, each 203 feet long, all to be built by the Harlan & Hollingsworth company, Wilmington, Del., and four dredges for government service to be built by the Maryland Steel company, Sparrow's point, Md. These embrace all that are of any importance.

Since the Spanish-American war naval contracts have been well distributed among the coast shipbuilders. During the year contracts for four battleships, two armoured cruisers and two gunboats have been given to them.

TWO MORE BATTLESHIPS PLANNED.
Contracts for two more battleships are about to be given, and in addition, the New York navy yard is building one battleship. Forty-one warships are at present under construction, representing a displacement of 338,948 tons, a total horsepower of 475,500, and costing for hulls and machinery \$90,314,516. Concerning the failure of the United States Shipbuilding company, the Blue Book says:

"The unfortunate plight of this company is no reflection whatever upon shipbuilding as a thoroughly sound and excellent business; it is merely another evidence of the folly of supposing that values are created by artificial means. A plant is worth no more than it can earn."

A foreview of shipbuilding on the great lakes does not show many orders in abeyance. A year ago, the shipyards were filled up with orders for a full year ahead. But that is not the case now. The lake shipyards, broadly speaking, are now well up with their work. If they had to do so they could probably turn out all orders on hand within six months. Those best informed, however, do not take a dubious view of things on the great lakes. The industry, as stated before, is special; the ships are not like other ships; the shipping is not like other shipping; it is not made up of a multiplicity of things as is ocean carriage, but is confined to a few items in bulk; these items are likely to continue to be ordered for years in a constantly ascending scale, and ships will continue to be built to carry them.

Moreover, a fair part of existing tonnage on the lakes is wooden; it is old and decaying, and must go the way of all craft; and it must be replaced by new and more modern carriers. Thus shipbuilding on the lakes for many years is assured, although the number of orders for the coming year will fall considerably off the business of any of the past three years.

The battleship *Indiana* has been brought under the auctioneer's hammer, having been condemned by the Admiralty as unfit for further service. The vessel cost nearly a million sterling to build twenty-two years ago, and was wrecked on the coast of Mexico. The *Indiana* took part in the bombardment of Alexandria. A considerable number of people who had come down to attend the sale were refused admission to the dockyard.

Auction.

GOVERNMENT NOTIFICATION
No. 662.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 26th day of OCTOBER, 1903, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th October, 1903. [12600]

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of October, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency, the Governor, of One Lot of CROWN LAND, at Robinson Road, in the Colony of Hongkong, for a term of years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

LOCALITY	BOUNDARY MEASUREMENTS	CONTENTS	ANNUAL RENT	UPPER PRICE
Robinson Road	401 ft. 85.6	14,994	100	\$417

Notice of Firm.

THE PUBLIC are hereby notified that the undersigned are the SOLE AGENTS for the above mentioned Lot in this Colony. MIDZUSHIMA & CO. Hongkong, 8th October, 1903. [12286]

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the Undersigned Fort and on the dates mentioned opposite, at moving targets:

Stonecutters' South Shore, on the 27th October, in a South-Westerly direction.
Stonecutters' West, on the 30th October, in a Westerly direction.
Lyemur (Pak-shan), on the 4th November, in a South-Easterly direction clear of Futau Chau.
Practice will commence at about 8 A.M. daily, and end at about 10 A.M. daily if the range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 15th October, 1903. [12700]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.86 ex Factory.

SHEWAN TOMES & CO., General Managers. Hongkong, 15th October, 1903. [10]

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 1st October, 1903. [12026]

N. LAZARUS.

OPHTHALMIC OPTICIAN

OF LONDON AND CALCUTTA.

SIGHT TESTED

LENSERS for the correction of Astigmatism

ground on the premises.

Consulting Room

No. 16, Queen's Road Central.

Nearly opposite the Hongkong Hotel with

entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 21st July, 1903. [10]

Intimations.

JAVA-CHINA-JAPAN LINE.
法華中國日本有蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDELL STREET.
R. BISSCHOP, General Agent.
Hongkong, 5th October, 1903. [12130]

THE
ROBINSON
PIANO
Co., Ltd.NOTE
ENTIRELY
NEW STOCK

to arrive this month. Specially and most carefully chosen, direct FROM THE FACTORIES

BY OUR
MR. ROBINSON
NOW IN EUROPE.

GREAT
REDUCTIONS

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO
PIANO PLAYER

RECITALS DAILY
Price from \$450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 22d September, 1903. [4150]

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAT MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

and
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & C. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 10th May, 1904. [8]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE 5/6 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents: SIEMSEN & CO.
Hongkong, 10th January, 1903. [15954]

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S KODAK FILMS

Sole Agents for "OMEGA" WATCHES

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

401, QUEEN'S ROAD, Watson's Building.

TSU FAN

DENTIST

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [12000]

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPIING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1903. [11504]

Intimations.

CONFIDENCE
said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION
has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, etc.—Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it to forever after. It cannot disappoint. Effective from the first dose. Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

Kabuto Beer
PURE

DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,
3, DUDELL STREET.

1st September, 1903. [6500]

MEE CHEUNG,
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1903. [450]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 26, Connaught Road Central.
Hongkong, 9th February, 1903. [20]

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in 1/2 pint oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, sold by all Chemists.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 10th May, 1903. [15]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU H. Fraser	KOBE and YOKOHAMA	FRIDAY, 23rd Oct., at Daylight.
KINSHU MARU T. Harrison	ROMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 26th Oct., at 4 P.M.
BOMBAY MARU T. Murai	MOJI, KOBE and YOKOHAMA	FRIDAY, 30th Oct., at Noon.
WAKASA MARU J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct., at Daylight.
IMO MARU C. H. Butler	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 19th October, 1903. [15]

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship, "YARRA," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Port of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 2nd November, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

C. DE CHAMPEAUX,
Agent.
Hongkong, 21st October, 1903. [10040]

To be Let.

TO LET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. BETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [1916]

TO LET.

HOUSES in WONG NEI CHONG ROAD. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BOWRINGTON, PRAYA EAST, No. 1, RIFON TERRACE in Flats.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1903. [12000]

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Praya) between Blake Pier and Queen's Buildings.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd September, 1903. [11920]

GODOWN TO LET.

No. 155, PRAYA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coal.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th July, 1903. [15970]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 91 and 96, PRAYA EAST.

Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 22d February, 1903. [13280]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY USING
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22d October, 1903. [11110]

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22d October, 1903. [11110]

Intimations.



WATSON'S

TOILET PREPARATIONS.

WATSON'S GLYCERINE AND CARBOLIC SOAP

Effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Soap is the best of its kind in the market.

WATSON'S TAI-YUEK FONG HAIR WASH

Prepared from a recipe of the late Dr. Hayes, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD, (above Messrs. H. Price & Co.)

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS.

ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Liebner's Standard Code.

TELEPHONE, 132.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily paper is delivered free when the address is accessible to messengers. It is sent by post on additional \$1.50 per annum is charged for postage.

The postage on the weekly issue of any part of the world is 30 cents per quarter.

Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCT. 22, 1903.

THE MESSAGERIES MARITIMES.

More than usual attention has been directed of late to the French line of mail steamers running from Europe to the Far East by reason of the mishaps to several of their ships. It was but a few weeks since that we recorded the grounding of the *Australien* in the Inland Sea of Japan, and several days later news reached us that her sister ship, the *Polynesien*, which was transferred with her from the Australian run to the China seas, had been aground off Marseilles. Then, on the 13th inst., the *Annam*, on leaving Singapore, with H.E. Sir Frank Swettenham on board, touched bottom off Pulau Laut and was detained for several hours. These incidents, following the accident to *La Ville de la Ciotat* in 1902, when the propeller of the vessel was damaged, and the mails had to be sent home by the P. and O., the delay caused by defects in the machinery of the *Annam* the following month, the overheating of the bearings of the connecting rod of the *Sydney* on the run from Colombo, a mishap to the starboard propeller shaft of the *Tonkin*, and then the serious fire on board of the same vessel at Kobe, followed to-day by the news that the *Sydney* has broken her screw-shaft on the way to Aden, tend to show that the Messageries Maritimes of late years have been experiencing a very unlucky period with their fine vessels. In every case, where these mishaps have occurred, subsequent investigations into the cause attending each of them, have entirely exonerated the Company and its officers altogether from blame.

The travelling public, no less than shippers and underwriters, must undoubtedly have complete confidence in the excellent direction of this old-established and creditable line of steamship owners. With the exception of the *Tonkin* fire, the Company has fortunately not sustained any great loss, and beyond a delay in the mail and the inevitable slight inconvenience to passengers, there can surely be nothing about which to complain. Accidents will happen, and the Messageries seem to have fallen upon that chapter which it will be the earnest wish of all has seen its last for many a day to come. The Company has been engaged on the Far Eastern route for many years, and its history is intimately associated with the development of French Colonial interests during the past half-century. Following the China Expedition of 1860 they were induced by the Government to extend the field of their activity to the principal ports of India, Indo-China, the Dutch Indies, and China, and, in 1864, placed vessels on the run across the Indian Ocean to the Island of Reunion and Mauritius. In 1866 the field of operations was extended further north, by joining Japan to the main line on Cochinchina, and, in 1871, two years after the opening of the Suez Canal, the vessels of the Far Eastern route commenced a fortnightly service of departure. Nine years later, the branch line, from Saigon to Singapore, was established, and ships were run in conjunction with the arrival of the English mail at our sister port. In addition to these lines the Company has services to South America, Africa, Madagascar, and Australia, the fleet comprising upwards of forty mail steamers and nearly twenty cargo boats.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

TEMPORARY STORE:

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Liebner's Standard Code.

TELEPHONE, 132.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

If you want fresh film and good film, you can get them at LeMunyon's. Also strictly fresh film.—Advt.

A CHRISTIAN Brothers' School will, it is reported, be opened in 'Ku di Lun' in January next year, the Superior-General of the Order in Paris having sanctioned such a much-needed establishment.

OWING to several cases of cholera having occurred among the troops in Tonking, the General Commanding-in-Chief in French Indo-China has issued special orders concerning the special sanitary precautions to be taken in the barracks and military stations.

WHEN Francisco Roza leaves school he should take the cinder track seeing that, according to evidence of P.C. 97, he covered about 100 yards in five seconds on Robinson Road, Kowloon, last Sunday. He was cycling on an incline, and the short coasting cost him \$5, while the Magistrate administered a caution regarding his future bking speed.

MRS. Isabella L. Bishop, the traveller, is lying seriously ill in Edinburgh. Mrs. Bishop was taken from her residence at Harford, Huntingdon, to Edinburgh in the middle of August for medical treatment. For a fortnight she lay in a semi-unconscious condition, but afterwards rallied. On 15th ult. she had a relapse, and now lies in a critical condition.

It is understood that in addition to the passenger-cargo steamers which the Indo-China Steam Navigation Company have in course of construction at the Walker yard of Swan, Hunter and Wigham Richards (Limited), that that company have recently ordered another vessel of similar type from the London and Glasgow Shipbuilding Company, on the Clyde.

THE masters of the steam launches *Chung Ching* and *Lee Hung* were charged at the Magistrate's court this morning for carrying passengers in excess of the number allowed by their licence. In the case of the *Chung Ching* there were three previous convictions, and the master was fined \$150, or three months' hard labour, while the chief of the *Lee Hung* was fined \$50, or one month's imprisonment.

We are still doing business at 31, Des Vaux Road. LeMunyon.—Advt.

THE *Goliath*, which is home from the Far East, where she has been replaced by the *Vengeance* from the Mediterranean, has had her machinery opened up and found in good condition, while her boilers are also stated to be in good order. In that case, says a naval correspondent, it is a little difficult to understand why she has been brought home, and why she was not, like the *Ocean*, recommissioned on the station.

A BISKAY correspondent to *The Times* comes to the conclusion that if the new rifle is adopted, "the British army, already ill-armed enough in all conscience, is doomed to be worse armed instead of better." The result of cutting down the barrel of the present arm from 30 to 25 in., in order to secure a "slavish uniformity of pattern," is said to be a decrease in muzzle velocity in a weapon already inferior to the Mauser, Mannlicher, and Krag Jorgensen rifles.

We learn that the *Hink Thuan*, which went ashore off Cape Varella at the beginning of the present year, and was salvaged by a local expert in April, has come out of the Government Dock in Saigon, having completed her repairs. Her official trials took place on the 13th inst. and were altogether successful. It does not say much for the Naval dockyard in the French colony that this small steamer should have been laid up nearly six months before her repairs could be completed.

By kind permission of Major Radcliffe and officers, the Band of the 33rd Burma Infantry will play the following programme of music, during dinner, at the King Edward Hotel, to-morrow, Friday, the 23rd inst. (weather permitting).

March—"The Bell of the Drum".....McClure.
Overture—"Cagliostro".....Adams.
Selection—"The Gipsies".....Sidney Jones.
Cortet Solo—"My Dreams".....Paulo Louis.
Selection—"Kitty Grey".....Monckton.
Vocal—"Rose".....Margis.
Dance—"Slavonic".....Dvorak.
God save the King.

A STEAM-DREDGER, built by Messrs. Werf, Condit & Co., at Harlem, in Holland, for the French Government, has just arrived at Haiphong. The vessel has a total length of about 210 feet and a breadth of beam of 35 feet and, when loaded, steams eight knots. She has triple expansion engines of 850 H.P. and is fitted to work with buckets or on the suction system, to a depth of 30 feet. She is to be kept in use upon the bar of the Haiphong river. The *Haiphong*, for that is her name, took two months to come out from Holland to Saigon, and was seven days steaming from that port to Haiphong. £60,000 was the price paid for this steam-dredger.

THE master of the s.s. *Kawachi Maru* appeared before Mr. Sercombe Smith this morning for failing to provide rat flanges on the mooring ropes of his boat. He explained that he did not come to Court to dispute any facts, but the wharfinger had the Chief Officer to lengthen the mooring as a typhoon was expected, and there were no flanges on the mooring this morning. He asked the wharfinger for flanges, but he had to wait until they had come. He was fined \$10. He stated that he had not received any warning to the effect that his moorings should be provided with flanges, and thought that there ought to be uniform rules in the Colony, on the subject.

AT Singapore sale the *Latavir* was bought by Swee Toon Chee for \$28,500, the *Ruby*, bought by the same man, fetching \$24,500. The *Pontianak* was bought in at \$25,000.

H.M.S. *Argonaut* leaves on 15th instant for Colombo, and goes thence to Bombay. She will form one of the convoy accompanying Lord Curzon on his tour through the Persian Gulf.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTORIOUS character, who was sentenced last Friday by Mr. Sercombe Smith, to be placed in the stocks for three hours, put in another appearance at the Magistrate's court this morning, being charged with stealing two bags of wood. His Worship sent the accused to gaol for fourteen days, to be exhibited in the stocks for six hours and finally to be banished.

HO Sing, a coolie employed by the Eastern Extension Telegraph Company, was charged with stealing 50 cents, the property of Mr. J. J. Connell of Rencousid Arcade. From evidence heard, it appears that defendant went to deliver a message to that gentleman, and, perceiving the money on his desk, thought he might take it. The thought was father to the deed and Mr. Sercombe Smith sent him to gaol for one month.

CHUNG LIN (30), a foreman coolie, was charged before Mr. Sercombe Smith at the Magistrate's court this morning with unlawfully stealing 285 cuts of sugar, value \$35, and eleven empty sugar-bags, value \$3. His Worship imposed a fine of \$50 or two months' hard labour, and in lieu of \$5 or seven days of the above sentence to be exhibited for three hours in the stocks.

AMONG the passengers who recently landed at the mouth from the *Kronprinz Wilhelm* was Mrs. Skellington Smyth, of London, who has just completed a tour round the world. Mrs. Smyth had been abroad eight months, and was accompanied by her maid. During her stay in China she visited Peking, and voyaged 1,000 miles up the Yangtze River, being the first lady traveller to accomplish the journey, which has previously been performed only by missionaries and traders.—Ex.

A St. Petersburg correspondent says that, encouraged by the successful experiments recently made with the newly-invented sub-marine, the Russian Ministry of Marine has decided to construct a fairly large number of this new type of vessel. As a start, the Baltic Shipbuilding Yard here will begin before the end of the year the construction of six of these sub-marines, each of which will cost £17,500. The second-class cruiser *Tummond*, now being built as a sister-ship to the first cruiser *Shemskug* in the Nevsky Yard, is to be launched in October. Next spring both cruisers will go to Cronstadt, to receive their armaments and to be fitted out for the voyage to the Far East.

If you want a first class photo of yourself you can get it at LeMunyon's.—Advt.

RECENTLY the s.s. *Helenie Menzell*, built by the Flensburg Shipbuilding Company for the Chineseische Kistenfabrik Gesell schaft, left the yard of her builders for her official trial trip. It passed off most satisfactorily, the vessel attaining a speed of 9½ knots loaded. The engines have cylinders 15 in., 23½ in., and 43½ in. in diameter by 31½ in. stroke, and the boilers, two in number, measure 11 ft. 2 in. by 9 ft. 10 in. The chief dimensions of the boat are:—Length over all, 244 ft.; breadth, extreme 35 ft. 2 in.; depth, moulded, 18 ft. 3 in.; and the carrying capacity is 2,050 tons. A further steamer of exactly similar dimension has been launched for the same owners named the *Hedwig Menzell*.

THE contest to take place to-night at the Theatre Royal promises to be of more than usual interest and several really good bouts are expected. Sam Newman, of Manila, is to meet R. Jones of H.M.S. *Amphitrite* in a 20-round competition. Both of these men are welter weights, the Naval man having only four or five pounds the best of his opponent. The American has already been twice in the ring here, and on each occasion proved himself to be worthy of patronage. Jones has a good reputation with his shipmates and is likely to be backed heavily by them. Two contests of Navy v. Army have been arranged by Manager Christie, the first being an 8-round bout between Barrett, of the Royal Engineers, and Johnson, of the *Amphitrite*, to be followed by a 15-round contest in which Emmerton, of the *Tamar*, will represent the Navy and Jewell, of the Army Ordnance corps, the younger service. The first bout will commence promptly at 9 p.m.

ELECTRIC LIGHTING

AT MACAO.

Yesterday was the last day for tenders, invited by the Municipal Council, to be sent in, in connection with the public lighting of Macao by electricity. We are reliably informed that two tenders were received by the Portuguese authorities. Both are from French firms—one at Haiphong and the other at Hanou. The tenders are under consideration by the expert advisers to the Council with respect to their technical bearing. No decision can be arrived at for the next few days. We understand that some modifications of the stipulations imposed by the Portuguese authorities have been made one of the conditions of the offers submitted by the tenderers.

COLLISION IN THE HARBOUR.

A collision, resulting in serious loss, occurred in the harbour last night at about 10 o'clock. One of the *Vauvati* ferry boats, the *Li Hung*, while traversing the harbour, collided with a cargo-boat, which was coming back from the West Point godowns with a full cargo of flour. The shock was so great that the lighter was nearly cut in two. The launch stopped immediately after the accident, and the cargo-boat, in a sinking condition, to a place of safety where she was beached. There were no lives lost, but the damage to the lighter and cargo is estimated at \$20,000.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present: The President (Hon. Mr. A. H. A. Woodcock), P.C.M.O., Hon. Mr. Chatham, (D.I.W.), Col. Webb, R.A.M., Mr. A. H. A. Woodcock, Hon. Mr. E. Pollock, R.C., Mr. Fung Wa Chun, Mr. Lau Chu Pak, Dr. Pearce, Acting M.O.H., Dr. Barrett, Assistant M.O.H., and Mr. G. A. Woodcock, Secretary.

The minutes of the previous meetings were confirmed.

THE SLAUGHTERING OF ANIMALS.

Additional bye-laws, made under sub-section 25, of section 16, of the Public Health and Buildings Ordinance, for regulating the slaughtering of animals were considered.

Mr. E. A. Hewitt minuted:—I would ask that these papers be sent to the committee of the Society for the Prevention of Cruelty to Animals. If, as I understand, the hammers now used at the slaughter houses are all the property of the Government, why should not they supply pole-axes? The Society for the prevention of Cruelty to Animals will certainly be glad to do what they can to help if it is necessary.

The Director of Public Works minuted:—I think the Colonial Veterinary Surgeon should be a good enough judge as to the methods of killing to be employed, and the Board should be guided by him in such matters.

The President moved and the Hon. Pollock seconded, that the additions stand part of the bye-laws.

Carried.

SANITARY SURVEYOR'S REPORT.

The report of the Sanitary Surveyor for the third quarter of 1903 showed that plans were deposited and passed by him during the quarter for the drainage of 36 houses. Plans for 595 houses were carried forward from 1902 and 114 from last quarter, making a total of 745 in hand during the period under review. The drainage of 100 houses was completed, leaving 645 to carry forward; while notices for the redrains of 40 alterations, or additions to the drains for 69 houses were received, 47 being carried forward from 1902 and 60 from last quarter, being a total of 107 in hand. Of these, 72 have been completed leaving 35 to carry forward. Certificates were granted under section 84 of Ordinance 13 of 1901, to 111 houses that they had been built in accordance with the provisions of that Ordinance. The drainage of 50 houses was inspected and reported upon; of these 14 were found to be defective. Notices were served on the owners of the 14 houses calling on them to execute the necessary work. In addition to the above 8,754 houses were visited with the result that 593 drainage nuisances were discovered. Notices were served in each case on the owner or occupier requiring them to abate the nuisance. 74 nuisances were reported to the Medical Officer of Health and 93 to the Hon. Director of Public Works, to be dealt with by them. 420 choked drain-traps on private property have been cleansed by the drainage inspectors. The records had been maintained and were complete.

According to a tabular statement the total work done since the Public Health Ordinance came into force was as follows:—From 1889 to the end of the third quarter 1903, 13,163 plans were received, 11,668 houses were drained, 649 plans cancelled, 2,755 houses carried forward and 5,559 certificates granted.

Mr. Rumljan contended with regard to the granting of certificates as to the fitness of houses for habitation, that the Board had never deputed the Sanitary Surveyor to pass the premises.

The President pointed out that the certificates were granted under the old Ordinance, plans having been submitted before the new one was passed. Under the new Ordinance it would be necessary for the plans to be passed by the D.P.W. and M.O.H.

ORDINANCE 1 OF 1903.

Dr. Barnett suggested an amendment to sub-section 3 of section 26 of Ordinance 1 of 1903 which at present reads: "Any building or part of a building which contains rat holes or rat runs or which is infested with rats, or in which the ventilating openings are not protected by gratings in such a manner as to effectually exclude rats from such buildings." He suggested that it should read: "Any building which contains rat holes or similar holes, or etc." For how can it be proved, he asked, that a hole is a rat-hole, unless the rat has been going in or out. Also mice seem to be able to convey plague almost as easily as rats, so that these holes should be filled up also.

OPEN SPACES.

A minute by the acting Medical Officer of Health relating to the open spaces at Nos. 31, 33, and 35 Market Street, Hongkong, was as follows:—With reference to the refusal of the Government to exempt the houses 31, 33, and 35 Market Street, Hongkong, from further open space in the rear, I think it possible that there has been some mistake in the matter. These houses have yards of 41½, 41½, and 43 square feet respectively. They have a Crown lane in the rear, and the houses themselves, and those on the opposite side of the Crown lane, are only two stories high. Other houses in the same street have been exempted under similar conditions, e.g., Nos. 23, 25, 51, 53 and 55, none of which are corner houses, and all of which have yards of over 40 square feet. It will seem strange if all the houses of similar design and location are not treated alike.

Mr. Rumljan minuted:—There must have been some mistake in the matter. The Colonial Secretary in his minute to the backyard of No. 19 Circular Pathway, I think suggested that the proposed line 40 feet wide in the rear would be provided, there was no need for a back yard for that house. 75 Circular Pathway.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

Mr. H. E. Pollock minuted:—The papers relating to Nos. 23, 25, 51, 53, and 55 should be attached for comparison and reference.

The President proposed that the minute of the acting M.O.H. be forwarded to the government, with a recommendation from the Board that exemption be granted.

Col. Webb seconded.

Carried.

SECTION 143, ORDINANCE 1 OF 1903.

Dr. Barrett inquired whether the Building Authority intended to enforce section 143 of Ordinance 1 of 1903, and pointed out that there seems to be a good many houses which are servicable, but are not of sheet metal.

The matter was passed on to the P.W.D. and Mr. Tooker replied that it was being enforced almost daily, and suggested that existing houses be not interfered with.

The President agreed that so long as existing houses were servicable, they should not be interfered with.

Mr. Lau Chu Pak maintained that many of the notices served at the instance of the Board were illegal, and should be withdrawn, having regard to the fact that fireplaces adapted for the use of coal, firewood and other material, including charcoal, did not come under the section. At present notices were being indiscriminately served by the Board's officers.

It was agreed that no action be taken with regard to existing houses in servicable condition, and that Mr. Lau Chu Pak's point be considered in Committee.

ANALYSES.

Mr. Frank Browne, Government Analyst, reported that according to the return of samples examined under the Sales of Food and Drugs Ordinance, 1896, out of 11 samples only one (milk) was found adulterated.

FRENCH ENTERPRISE ON THE CANTON RIVER.

The French, for some time past, have been making active efforts to increase their shipping trade on the Pearl River, and with this object in view, a company, known as *La Societe Francaise de Navigation Cantonaise*, was started in Canton several months ago. The new fleet is to consist of three steamers of the riverboat pattern each of about 200 tons net register. The first of these vessels, the *Trepan*, which was built at Nantes, arrived at Saigon on the 16th inst., and will shortly be on the run from this port to Canton. The *Paul Ben*, another of these boats, left France on the 15th inst. and the *Charles Harduin*, the third vessel, is nearly completed and will follow shortly. It is curious to note that two of these steamers are named after prominent French officials, viz., the present Governor-General of Indo-China and the Consul-General at Canton. This is probably in recognition of the services rendered by them in promoting and fostering this enterprise. We learn that Messrs. Trepan and Co. are the managing directors of the new line.

MINISTERING CHILDREN'S LEAGUE.

A bazaar will be held by the members of the Ministering Children's League on the Volunteer Parade Ground, (kindly lent for the occasion) on Saturday, October 24th, from 2 to 5 p.m. By kind permission of Colonel Birdwood and the Officers of the 10th Bombay Light Infantry, the band of the regiment will play during the afternoon. In addition to the stalls and tea, Mr. Branson, 10th Bombay Light Infantry, has kindly consented to give two conjuring entertainments. A play entitled *The Sleeping Beauty* will be performed by some of the children at 4 p.m. There will also be a toboggan slide, Aunt Sally, &c. Should the weather be unfavourable the bazaar will be held in the City Hall, by kind permission.

THE SHIPMENT OF NATIVE CREWS.

A few weeks since we published in our columns a letter from a correspondent regarding the unsatisfactory quality of the Chinese crews shipped on board of British vessels in Hongkong by the boarding-house masters, and suggesting that the Government should legislate in the matter in such a way as to ensure a registration of Chinese seamen hailing from this port, this offering some guarantee to the captains engaging their services. It would seem, since no official notice has been taken of the question, that the Government is not inclined to intervene, but the knowledge that a firm of European ship-chandlers has taken the matter up and is organising an agency to supply bona fide seamen and sailors to the ships will, most probably, be welcome news to captains of steamers frequenting this port. Messrs. Ritchie and Co. are, we learn, about to undertake this business on regular lines; and we understand that, as soon as the necessary arrangements are completed, this firm will hold itself responsible for the detention of seamen supplied by them to the steamers. This seems to be another case of private enterprise stepping in where officials fear to tread.

SHIPPING AND MAILS.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

PORTUGUESE MINISTER TO CHINA.

DEPARTURE FROM LONDON.

(From Our Correspondent.)

Macao, 21st October.

His Excellency the Governor of Macao received a telegraphic despatch from Lisbon to-day to the effect that H. E. Conselheiro José d' Azevedo Castello Branco, Portuguese Minister to Peking, left the Portuguese capital to-day on his way to China to again take charge of the Portuguese legation in Peking.

(Ruler's.)

The Disappearance of Miss Hickman.

LONDON, 20th October.

The body of the long missing Miss Hickman has been discovered in an enclosed plantation in Richmond Park. The head was severed from the body, seemingly by rats.

The Collision of Battleships.

There were no casualties in the collision between the *Prince George* and the *Hannibal*. Admiral Lord Charles Beresford reports that the *Hannibal* rammed the *Prince George* during a turning movement.

The Balkans.

Bulgaria has agreed to disband 10,000 more Reservists and Turkey 20,000.

LATER.

Despite the seeming truce in the Balkans it is significant that 37 battalions of Turkish recruits have been called out in the vilayets of Salonika, Monastir and Kavasso; twenty-three battalions called out in Anatolia are coming to Salonika and two battalions have arrived at Salonika from Smyrna.

The Alaska Boundary Award.

A draft of the Alaska Boundary award has been signed by three of the American Commissioners and Lord Alverstone, but both the Canadians, Sir Louis Jetté and Mr. Aylesworth, refused to sign any part and walked out of the room. Their attitude has caused a painful impression.

(Japanese Exchanges.)

The Struggle for Korea.

RUSSIAN VICEROY'S DELICIOUSITY.

LONDON, 19th October.

The *Times*, in a leading article on the situation of affairs in the Far East, attributes the bellicose attitude of Viceroy Alexieff to M. Pavloff (Russian Minister to Korea).

While depicting the rashness of the Viceroy's attitude, the *Times* nevertheless declares that circumstances are conceivable when inaction would become both imprudent and impracticable for the Allies (Great Britain and Japan).

The *Morning Post* urges Mr. Balfour, as Premier, to hasten on military preparations in view of the possibility of British intervention proving necessary.

The *Naval Review* states that Russia permits Japanese emigration to Korea under certain conditions only. The same paper asserts that Manchuria is traversed by Japanese spies.

The *Archimandrite Khrystoff* has declared that the Korean people heartily sympathise with Russia, and that many of the Koreans have been baptized into the Greek Church.

Japanese Securities.

FURTHER DROP DUE TO RUMOUR OF LANDING OF TROOPS IN KOREA.

LONDON, 19th October.

The new Five Per Cent. Consolidated Bonds subsequently fell three and a half points in consequence of the rumoured landing of a Japanese force at Masampo.

Four Per Cents. fell two points. The *Five* have risen again slightly to-day.

[From private sources we (Kobe Herald) learn here to-day that the stock has recovered two points on the London market.]

THE AMATEUR DRAMATIC CLUB.

The Amateur Dramatic Club will present *Lord & Lady Alcy* about the middle of November next, and the piece is now in active rehearsal. The following is the complete cast:

Duke of Drumborough.....Mr. H. W. Bird.
Marquis of Qarmby (his elder son).....Mr. John Hays.
Lord Alcyon Chetland.....Mr. J. T. Butler.
Hon. Crosby Jethro (of the Goldstream).....Capt. Bushy, R.A.
Capt. Standish (of the Goldstream).....Mr. F. Hayley Bell.
Baroness Turley.....Surgeon Norris, R.N.
Richard Annesley.....Mr. A. Chapman.
Montague Denton.....Lieut. Davidson, R.A.
Mr. Jael (a reporter).....Lieut. Hodgson, R.A.
Kitch (a sheriff's officer).....Mr. Hudson.
Swenson (alet to Lord Alcyon).....Mr. P. Goldring.
Mawley-Jemmett (Lord Alcyon's jockey).....Mr. M. D. Silas.
Wyke (Tudway's foot).....Major Baker Brown.
Lady Alcyon Chetland.....Mrs. Grace.
Lady Pamela Mallinson.....Miss Hazledorn.
Outline Mallinson (her niece).....Mrs. Fullerton.
Emily Carlew.....Mrs. A. Chapman.
Mr. Bradshaw Tudway.....Mr. P. N. Jones.
Mrs. Yokio (her mother).....Mrs. Baker Brown.

CANTON INSURANCE OFFICE, LIMITED.

ANNUAL MEETING.

The twenty-second ordinary general meeting of the Canton Insurance Office, Ltd., was held at the offices of the general agents, Messrs. Jardine, Matheson & Co., at noon to-day. The Hon. C. W. Dickinson presided, and there were also present the Hon. J. P. Chater, C.M.G., Messrs. F. Maitland, J. H. Lewis, E. Shellim (consulting committee), Messrs. R. C. Wilcox, H. C. Wilcox, Ho Fook, Lo Cheung Shiu, G. L. Tomlin, A. Turner, S. A. Joseph, C. Rogge, A. Brooke Smith, K. McK. Ross, P. Tester, J. Grossmann, F. D. Goddard, A. G. Morris, J. Whitall, Chen Sam, Tam Hock Se, Ho U Shang, and G. T. Velich (secretary).

The Chairman said:—With your permission we will take the report and accounts which have been in your hands since the 26th ult. as read. In presenting these for your confirmation the general agents and consulting committee trust they will meet with your approval. An increase of 2% in the dividend declared, the addition of \$50,000 to the reserve fund, the carrying forward of an amount in excess of last year and the setting aside of a substantial sum as the nucleus of a re-insurance fund, all show the satisfactory working of the office for 1902. Your committee have been induced to start this re-insurance fund in order to enable the office to carry somewhat larger lines, than it would be prudent to do otherwise, and because it has been proved that over a series of years the first class risks we had to re-insure, in order to keep within the limits which prudence dictated, resulted in a very satisfactory profit. A portion of this profit we hope in future to retain for ourselves, if the same good fortune attend the business, and yet be able to fully reciprocate with those companies which place excesses with us. You will have noticed the omission from the present report of an estimate of the present year's working. It is not possible to get in from our various distant agencies such full returns as would enable us to put before you a statement, which could in any sense be called approximate, and with the possibility of unintentionally misleading you, your committee have concurred in the general agents' proposal to henceforward discontinue the practice of publishing such an estimate. I am happy, however, to be able to state that up to date the premium income of the present year is considerably in excess of last, and our known losses are approximately the same notwithstanding mishaps of perhaps an exceptional nature, amongst which I may specially instance the frequent fires on board homeward bound steamers from the East, the una-terminated cause of which is a source of anxiety to all Marine Underwriters. I do not know of any further remarks I can usefully make, but I shall be pleased to reply to any questions that may be asked.

There being no questions, the chairman proposed, and Mr. Tomlin seconded, that the report and accounts as presented be adopted and passed.

CONSULTING COMMITTEE.

The Chairman proposed, Mr. Turner seconded and it was agreed that the appointment of Mr. E. Shellim to the Consulting Committee, vice Mr. D. M. Moses, resigned, be confirmed, and that the Hon. Sir Paul Chater, Messrs. D. E. Brown, F. Maitland, J. H. Lewis and E. Shellim be re-elected to that committee.

AUDITORS.

On the proposition of the Chairman, seconded by Mr. H. C. Wilcox, Messrs. W. H. Potts and R. C. Wilcox were re-elected auditors.

The Chairman:—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow. I thank you for your attendance.

ACCIDENT TO THE FRENCH MAIL "SYDNEY."

The Hongkong agent of the Messageries Maritimes, writing under to-day's date, says: The M. M. s.s. *Sydney*, with Marseilles mails of the 4th October, has unfortunately broken her screw-shaft on her way to Aden. The mails and cabin passengers have been transferred to the P. & O. S. N. Co's s.s. *Britannia*, which left Aden on the 19th instant. Other passengers and cargo will follow by the M. M. s.s. *Himalaya*, which is expected to sail from Aden on or about October 25th.

THE CRICKET DINNER.

In responding to the toast of the evening at the Interport cricket dinner at Shanghai last week Mr. R. Hancock said the match was very keenly looked forward to in Hongkong, and great were the rejoicings when the triump was finally won over and the team made up. The hospitality of Shanghai was proverbial and the team had had a most delightful time. Their expectations so far had been more than realised; from the moment of their arrival they had been received with open arms; they had been put up not for one club, but for all the clubs, and on behalf of the members of the team he wished to return their best thanks to the committee of the clubs for their courtesies. In regard to the match itself a good deal depended on luck and a good deal on winning the toss. (Laughter and applause.) Hongkong had been fortunate enough to win the toss and, thanks to the batting of Messrs. Lumsden and Turner, they had run up a good score. (Applause.) They were very pleased to have wiped out the defeat of two years ago, but they hoped next to have the pleasure on their own ground of giving Shanghai another opportunity to recover their laurels. (Applause.) The Shanghai team had played a most sportsmanlike game and could not have taken their defeat in a better spirit. Before sitting down he wished to ask the members of the Hongkong team to drink to the health of the Shanghai team.

The N. C. D. News says the visitors accordingly did their best to make an ringing cheer and an effective answer as if they had been a team.

PLUCKY ACT IN HONGKONG HARBOUR.

SAILING BOAT UPSIDE.

FOUR PERSONS RESCUED.

With the cross currents and variable winds which prevail in Hongkong, it is surprising that accidents to sailing craft in the harbour are not more frequent; above all at this time of the year, when, owing to the changing monsoon, frequent short periods of comparative calm are succeeded at irregular intervals by short gusts of stiff breeze. Yesterday afternoon at about 3 o'clock, a very serious accident of this kind did occur, which, had it not been for the plucky conduct of Mr. Lyons, one of our Hongkong Sanitary Inspectors, would most certainly have terminated in a serious loss of life. At the hour already mentioned, Mrs. Dawson, wife of the captain of the *Taiyuan*, a steamer belonging to Messrs. Butterfield & Swire, went out for a sail in a boat, engaged at Ah King's slipway, Watchai, taking with her three children—two boys aged respectively thirteen and six and a little girl of four summers. All went well for a time and, notwithstanding that the sea was somewhat choppy, the members of the little party were enjoying the spin along the Praya-front, when, as the little craft was opposite a point on shore situated between Heard Street and Observation Pier, and about 80 yards from the shore, she was struck by a sudden squall, overturned and her occupants precipitated into the water. Fortunately, Mrs. Dawson, who could swim a little, managed to keep herself afloat, the two youngest children succeeded in clinging to the sail, and the eldest boy, a fairly good swimmer, was able to look after himself, though, owing to the rough water and the fatigue which was fast overcoming them, they were all in urgent need of assistance.

Inspector Lyons, who when passing along the sea wall, and had seen the accident, threw off his helmet and jacket, sprang into the harbour and made for the sinking party. Though a powerful swimmer, he encountered great difficulty in reaching the scene of the disaster, as the tide, which was very strong, was running in an opposite direction. On reaching the overturned boat, on which the waves were breaking so heavily that, from the shore, it was difficult to perceive whether or no the victims of the accident were still afloat, Lyons seized hold of the two children, who, though still clinging to the sail, were fast losing consciousness through the buffeting of the waters, and kept them afloat. Fired by the splendid example given them, several Chinamen from a junk jumped into a couple of dingies and followed the Inspector and, on reaching the capsized craft, the two youngsters were lifted aboard one of them. Lyons then swam off to Mrs. Dawson, who, now completely exhausted, was being carried away by the tide. He succeeded in supporting her until a dingy reached them and she was pulled into it. Turning his attention to the eldest boy, who was some distance away by now, and, though still struggling, seemed likely to sink before assistance could reach him, Lyons swam hard to the rescue and just succeeded in grasping the lad as he was sinking for the last time. He was taken into the dingy in a semi-conscious condition. The rescued party was taken on shore and, after receiving every attention and a change of raiment at the Inspector's house, in Morrison Hill Road, they were conducted to the Hongkong Hotel, where they are residing. We learn that none of the sufferers have felt any serious injury from their submersion, and the probable gratitude of Captain Dawson, who arrived with the *Taiyuan*, from Japan, this morning, must be easier to imagine than to describe. To Inspector Lyons we tender our sincerest congratulations for the dogged pluck and unselfish devotion of which he has given such admirable proof, and it would be difficult indeed to find a more fitting instance of the dogmatism of the Bellini Medal. Indeed, we are convinced that the authorities would render justice to the occasion by recommending the Inspector's conduct to the attention of the Royal Humane Society.

ALLEGED STABBING AFFRAY.

NEAR THE COSMOPOLITAN DOCK.

At about twelve o'clock last night, a fireman from P. & S. steamer *Triton*, at present in the Cosmopolitan Dock, who was returning from visiting a friend near Yaumati, was accosted by three natives, who asked them to return the money which he had borrowed some time before. The fireman told them that they had made a mistake, and that he did not owe any money. Thereupon one of the natives seized upon the fireman and a scuffle ensued, during which his opponent took out a clasp knife, slashed him in the abdomen, inflicting a dangerous gash, and took to his heels. The injured man, pressed his hands to the wound and ran to the dock, but he fell unconscious as he was ascending the gang-way to his ship. He was at once attended to by the ship's doctor and then sent on to the Civil Hospital, where he was received in a critical condition. We understand that the police are on the track of the culprit.

THE RIVER RUN.

FRENCH SUBSIDY.

(From Our Correspondent.)

Hai Phong, 18th October.
I have on good authority that certain vessels, plying between your port and Canton, have been endowed with a subsidy from the French Government of two million francs, for a period of ten years, and that negotiations are pending for the transfer of this whole fleet together with the conventional rights to the Compagnie des Chargeurs Reunis. I have reason for believing that the subsidy of two million francs is to be paid out of the Indo-China revenue.

LONDON SCHOOL OF TROPICAL MEDICINE.

MEDICINE.

Dr. Alex. Reenie, hon. sec. and treasurer of the local committee of the above institution, forwards us the following list of subscriptions for enlarging and endowing this School, which was inaugurated in October, 1899, and affords practical instruction in the diseases of warm climates to medical men proceeding to the East as officers in the colonial service, as private practitioners, or medical missionaries. That the School has amply justified its foundation may be judged from the fact that although barely three years have elapsed since its inauguration, the accommodation is found to be inadequate for the number of students availing themselves of its instruction, and more room is required both for tutorial and laboratory work. The School is almost self-supporting, but funds are required to cover the cost of this extension, and, if possible, to form a permanent endowment fund.

Sir Francis Lovell visited the East in 1902 with the object of raising funds. Owing to the claims of several other funds, the response in Hongkong has not been so hearty as anticipated. The list of subscriptions is as follows:—
Messrs. Jardine, Matheson & Co. \$500
The Hongkong & Shanghai Banking Co. 500
Messrs. David Sassoon & Co. 500
E. D. Sassoon & Co. 500
Sir Wm. M. Goodman 100
Messrs. Gibb, Livingston & Co. 100
Bradley & Co. 100
Chater and Mody 100
Hongkong Hotel Co. 100
Hongkong & Kowloon Wharf & Godown Co. 100
E. A. Hewett, Esq. 100
R. Sheehan, Esq. 100
Messrs. Palmer and Turner 50
Kinghorn and MacDonald 25
Linstead and Davis 25
Leigh and Orange 25
S. J. David & Co. 25
Benjamin, Kelly and Potts 25
P. F. Talati & Co. 25
V. H. Deacon, Esq. 25
John Hastings, Esq. 25
Mr. Ho Tung 500
Ahmet Rumjahn 25
Wong Kum Fook 25
Ho Kom Tong 50
Ho Fook 50
Lau Chin Ting 50
Wong Ki Sam 50
Chan Kang Yue 25
Chan Hwan 25
Tung Lau Hook 25
Leung Yau Po 25
Wong Chai Chuen 25
Yung Kin Fong 25
Kwok Siu Lau 25
Tong Lai Chuen 15
Lee Yick 20
Fook Hing 20
Chow Dart Tong 20
Leung Pui Chi 10
Lo Cheung Shiu 10
Wong Lai Sang 10
Kwan King Leung 10
Francisco Tse Yat 25
Lau Chu Pak 10
Total \$3,530

THE NAVAL CONFERENCE.

AT SINGAPORE.

The S. F. Press, of 14th inst., states:—

This morning the meeting of the "Three Admirals" off Kuala Johore comes to an end. H.M.S. *Gloria* with Admiral Sir Cyprian Bridge, accompanied by H.M.S. *Alacrity*, proceeds direct to Hongkong. Admiral Fanshawe, in the *Royal Arthur*, (which left Singapore roadstead yesterday with a mail and anchored for the night at Kuala Johore, goes thence direct to Fremantle. H.M.S. *Tex* leaves Kuala Johore also this morning, with Admiral Atkinson-Willes and does not again call at Singapore in passing through on the way to Colombo. The conference must have been of a memorable character and although necessarily confidential, it is proper to assume that its proceedings have been of a genuinely radical nature.

For the Australian Government, which has happily agreed to an increased mobility in its subsidised squadron of defence, the conference will afford a new justification of that departure in policy. The true reform of defence is always to hit first in case of expected attack, and in hitting first to hit as hard and as heavily as possible. In naval warfare even more than in military warfare is this a vital principle, and to no nation in the world more than the British Empire is the enforcement of such a policy essential when the responsible naval authorities decide that the occasion arrives. Only if this principle be regarded as the inspiring motive in defence can we agree to the retention of the phrase "Defence, not Defiance," which is the national motto of the British Volunteer service. It is a good thing that Australia has come to see that its soundest defence is instant participation in naval attack, and we can imagine no motto more typical for our navy than "Hit first, hit hardest, hit oftenest." Which is the whole duty of the Handy Man of all ranks: the prime responsibility resting on the Admirals who wield the several squadrons of the Imperial Navy, and on the Admiralty, who, at national crisis, should impel rather than restrain. If the conference of the three Admirals conduces to the greater mobility, greater swiftness of concentration, greater efficiency in co-operation, and a clearer grasp of the essentials of our Imperial naval strategy in the Far East then it will have done a great service to the Empire. And the fact that this is but the first of a series of annual conferences is an assurance that all the advantages to be anticipated from the meetings of the Admirals-in-Council will be but enhanced as the years go on.

THE STRAITS CURRENCY.

The following letter, signed "X. Y.," dealing with certain aspects of the Straits Settlements Currency Question, is published in the *Standard*:—

When in May last the report of Sir David Barbour's Commission was published, and it became known that the Straits Government would adopt the scheme therein recommended, the Straits merchants in London held a meeting, at which a recommendation was proposed and adopted that the ratio of the new Straits dollar in relation to the sovereign should be fixed at ten to one, or equivalent to 2s. per dollar. Silver was then at about 22d., and the demand rate in the Straits at rs. 8d. so the ratio proposed was found reasonable enough by most people at that time; but in a few months, in consequence of an unexpected rise in silver, the demand rate has gone up in the Straits to about 2s. 6d., and may go higher still. What would now happen if the 2s. ratio had been adopted? We should see suddenly all new dollars withdrawn from circulation, to be converted into bar silver, and at the same time we might see all bankers and merchants bringing to the Government large amounts of gold, with the intention of getting, at 2s. apiece, Straits dollars of a higher intrinsic value. It is to be hoped that the Straits merchants will have recognised their error and will lose no time in sending in to the Straits Government a corrected recommendation. The very best thing that could be recommended by them is, no doubt, that the Government should, even in this question of ratio (as Sir David Barbour has done in all principal points of his scheme), follow as near as possible what has been done with undoubted success in India. The ratio of the rupee having been fixed at rs. 4d., and considering that the dollar is equal in weight to about 2 1/3 rupees, the ratio of the dollar should be naturally fixed at 3s. 1d.

DOCKING FACILITIES.

A correspondent of a Ceylon paper says:—"We understand that no first class cruisers will be sent to the East Indies Station till the new docks at Bombay and Colombo are completed. It would be the height of absurdity to send cruisers to a station where they cannot be docked yet; that is what some Indian papers are clamouring for. At the present time there is not a dock on the great Eastern route between Malta and Singapore capable of taking a big cruiser or battleship."

The *S. F. Press*—With regard to new dock accommodation at Colombo we see it stated that, subject to home and local approval, the harbour authorities hope that when the breakwater is completed they will be in a position to proceed with the construction of the inland wet dock. It is also mentioned that there is a possibility of the walls of the wet dock being shifted slightly to avoid the rocky ground, so that there would be mud excavations instead of rock. The Naval Conference at Singapore just closed, suggests the question of the long-contemplated new dock for Tanjong Pagar. This is understood to be conceived on a large enough scale to take anything now afloat in the Far East or likely to be for years to come. The true economy in the long run will lie in the providing of sufficient margin for the needs of the future. Big displacements are the order of the day in the battleship class, and the tendency is ever to increase displacement by a couple of thousand tons at a time. The idea was that there should be some sort of partnership between the Tanjong Pagar Dock Company and the Admiralty over the new dock. But it is now understood that rather than be hampered with a number of special conditions and limitations which the Admiralty lien on the dock might entail, the Company will undertake the entire cost, and with that, exercise full control of the dock in their own interests. If this decision has been actually come to, in it, we think, a sound one, and the revenues of the Company in the long run will reap all the benefit that is going.

COMMERCIAL.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. report under date Shanghai, 16th inst., as follows:—Notwithstanding that the business days during the week have been broken into by the Interport Cricket Match, we have a good business to report in stocks generally, but as a rule, at declining rate, especially so in Docks. At the time of closing this, the market is quiet, with, we think, a tendency towards low rates. Indos opened on the 9th with sales for December at 11s. 6d; on the 10th October 500 shares were placed at 59 1/2; on the 11th sales for December at 61. On the 14th shares were procured from Hongkong for October S. it. at 58 1/2. December shares at 61. On the 15th cash shares were placed at 59 1/2 and for October delivery at 59 1/2 and 60, and at 61 for December. The market in this stock has been quiet during the week.

S. C. Farmlan, Boyd and Co.—There has been a very brisk market in this stock. On the 9th the market opened at 13 1/2, 132 and 130 for cash, with sales for October Sett. at 133 and 130, and for December, at 134, 134 and 133 January, and 133 March. On the 10th at 127 1/2 cash and 129 November, 130 December and January; and 132 March. On the 12th cash at 127 1/2, 126 and 125. For October Sett. 125 and 125; and for December, 127 1/2, 128 January, 125 1/2, 127 1/2 March. On the 13th shares for cash fetched 123 1/2 with sales for October, 125 1/2, 123 1/2. For December, 125, March 126 1/2. On the 14th at 123 1/2 cash and October delivery, 126 1/2 and 125 March. On the 15th cash 122 and 122 1/2 and 120 October, delivery, 125 1/2, 12 1/2 and 120 December, and 125 March. H. W. Ducks, are offering in the South at 504. Shanghai and Hongkong Wharves Business is reported at 11s. 2 1/2, Yangtze, 11s. 1 1/2.

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	110 9/16
Bank Bills, on demand	110 1/2
Credit, 4 months sight	111 1/2
D'ments 4 months sight	111 1/2
ON BERLIN, (demand)	11 1/2
ON PARIS, Bank Bills, on demand	2 1/2
Credit, 4 months sight	2 1/2
ON NEW YORK, Bank Bills, on demand	45 1/2
Credit, 30 days sight	45 1/2
ON BOMBAY, Telegraphic Transfer	140 1/2
On demand	141
ON SHANGHAI, Telegraphic Transfer	7 1/2
Private 30 days sight	7 1/2
ON YOKOHAMA, T.T.	9 1/2
Sovereigns, Bank's Buying Rate	510 5/8
Gold Leaf 100 touch, per tola	16 1/2
Bar Silver	88 5/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:

	Per chest
MALWA NEW	890/910
" LAST YEAR	940/990
" OLDEST	1,040/1,080
PATNA NEW	1,102 1/2
BEHAR NEW	1,102 1/2
PERSIAN (PAPER)	740/830

To-day's Advertisements.

JUST OPENED AND NOW ON SHOW.

A MAGNIFICENT and Well Assorted Shipment of BONBONS and CRACKERS of Latest Designs and Description.

CADBURY'S ASSORTED CHOCOLATE in Fancy Boxes suitable for Presentations. Inspection is respectfully solicited. As us. at 10% discount for Cash.

H. RUTONJEE, No. 5, D'Almeida Street, and 36 at 138, Elgin Road, Kowloon. Hongkong, 22nd October, 1903. [46]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out; mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Australia*. From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent. No Fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 22nd October, 1903. [4]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

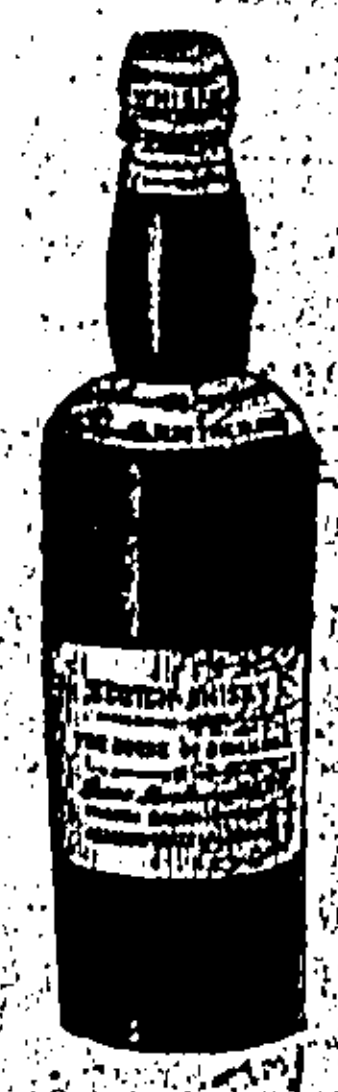
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL. THE COMPANY'S STEAMSHIP

"HERMISTON."

Captain W. T. Bain, will be despatched above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents. Hongkong, 22nd October, 1903. [1284]

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to the following:—LANE, CRAWFORD & CO., Queen's Road, Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"PAK LING"	On 27th October.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"ANTENOR"	On 24th November.
MARSEILLES, LONDON & ABERDEEN	"ULYSSES"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th October, 1903.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"HUPEH"	24th October.
CHEFOO and NEWCHOW	"PAKHOT"	24th "
WEI-HAI-WEI, CHEFOO and TIENTSIN	"NANSHAN"	24th "
MANILA	"TAIYUAN"	26th "
COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	26th "
KOBE	"TSINAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st October, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 17th October, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[1256c]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 23rd Oct.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	SUNDAY, 25th Oct.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 28th Oct.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	THURSDAY, 29th Oct.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for passengers, and a daily qualified doctor is carried.

All steamers carry the Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tientsin and all other ports.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River, Pootung, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 5, Des Vaux Road Central.

Hongkong, 19th October, 1903.

T. ARIMA, Manager.

[1217M]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West. Hongkong, 30th May, 1903. [1212e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sunday, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street. Hongkong, 7th September, 1903. [1073]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th October, 1903. [1273e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 24th October, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	THURSDAY, 29th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 20th October, 1903. [1210]

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M. from the Tung Yick Wharf (beyond the Canton Wharf), and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare \$1.00.

Tickets to be had on board or at Messrs. RITCHIE & CO., 39, Des Vaux Road.

Hongkong, 20th October, 1903. [1277e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"KURDISTAN"	29th Oct.
"RICHMOND CASTLE"	10th Nov.
"ORONO"	19th Nov.
"ORO"	1st Dec.
"LOWTHER CASTLE"	12th Dec.
"SIKH"	22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th October, 1903. [1290d]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWU,"

Captain Parkington, will be despatched for the above Ports, on WEDNESDAY, the 27th November, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903. [1214e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.

For Freight, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th October, 1903. [1267e]

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

"FREIBURG,"

Captain Frisch, will be despatched for the above Ports TO-MORROW, the 23rd instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th October, 1903. [1258e]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, will be despatched for the above Ports, on FRIDAY, the 30th instant, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 20th October, 1903. [1279e]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship

"PRONTO,"

Captain Grand, will be despatched for the above Ports, on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1903. [1280e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1903. [1283e]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 24th October, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	THURSDAY, 29th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 20th October, 1903. [1210]

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M. from the Tung Yick Wharf (beyond the Canton Wharf), and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare \$1.00.

Tickets to be had on board or at Messrs. RITCHIE & CO., 39, Des Vaux Road.

Hongkong, 20th October, 1903. [1277e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"KURDISTAN"	29th Oct.
"RICHMOND CASTLE"	10th Nov.
"ORONO"	19th Nov.
"ORO"	1st Dec.
"LOWTHER CASTLE"	12th Dec.
"SIKH"	22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th October, 1903. [1290d]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWU,"

Captain Parkington, will be despatched for the above Ports, on WEDNESDAY, the 27th November, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903. [1214e]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & CO., Agents.

Hongkong, 17th October, 1903. [1259e]

S.S. "YARRA,"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. *Medea* and *Sidon*, and fromHavre ex s.s. *Sidon*, in connection with

above Steamer, are hereby informed that

their Goods, with the exception of Optima

Treasure and Valuables, being landed

at the Hongkong and Kowloon Wharf and

Godown Co., Limited, at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, TO-DAY, the 20th instant, re-

questing it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after TUESDAY, the 27th instant, at NOON,

will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 27th instant, or they will not be recognized.

All damaged packages will be examined on

TUESDAY, the 27th instant, at NOON.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th October, 1903. [1204e]

"INDRA" LINE OF STEAMERS.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at

Noon, will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival here, after

which no claims will be recognized.

Optional Goods will be landed here unless

intimation is given to the contrary before

Noon, TO-DAY, the 20th instant.

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st October, 1903. [1281

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
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OFFICES: 3, DUDDLE ST.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG.

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Dall Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chengs; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine. Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris-Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

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